The New York Piletage Laws-The Taking of the Pilot is Compulsory and the Vessel is Linkle for his Tort-The Subject Finally De-

and North American Royal Mail Steam Packet Com-pany, Claimants, vs. Louis Walsh and Benjamin Ourcer.—Appeal from the Circuit Court for the athern district of New York. Mr. Justice Swayne

elivered the opinion of the court. This is a case arising out of a collision between the camship China, a British vessel, then leaving the rt of New York for Liverpool, and the brig Kenicky, then on a voyage from Cardenas to New The facts are lew and undisputed. The colon occurred on the 15th of July, 1883, a short dis-The steamship was wholly in lault. It was not alleged, in the argument here for the appellants, that there was either fault or error on the part of the brig. The case turns upon the effect to be given to the statute of New York of the 3d of April, 1857. At the time of the collision the steamship was within the pilot waters of the port of New York, and was in charge of a pilot hiecesed York, and was in charge of a pilot liceused der this act and taken by the master pursuant to provisions. The pilot's orders were obeyed, and e catastrophe was entirely the result of his gross the catastrophe was entirely the result of his gross and culpable mismanagement. No question was made in the argument upon the subject; the evi-dence is too clear to admit of any. These are all the facts material to be considered. The questions with which we have to deal are questions of law. No there arise in the case. It is insisted by the appelts that the statute referred to compelled the maser of the steamship to take the pilot, and that they are, therefore, not liable for the results of his mis conduct. British adjudications are relied upon in conduct. British adjudications are relied upon in support of both these propositions. In order to appreciate these authorities the British pilot acts must be understood. The opinion here examines the British pilot acts must be understood. The opinion here examines the British pilot acts, and the decision in the case of the Maria (I Win. Rob. 25) under them, and determines that the pilot must be taken. It is then said:—Other authorities to the same effect might be referred to, but it is deemed unnecessary. The one we have cited its sufficient. Suppose the New York statute, in the event of a refusal to take a pilot on board, instead of full pilotage, had given the vessel or cargo to the pilot. Whether the amount to be paid were large or small, it would operate in the same way and involve the same principle. The difference would be, not in the fact, but in the degree of compulsion. If it be said the master had the option to pay the pilotage and proceed without the pilot, the answer is that he would have had the option if the consequence had been fine and imprisonment or the visiting upon him of any other penal correction. In each case there would be compulsion, measured in its force by the means prescribed to make it effective. A duty is enjoined and an obligation is imposed. The alternatives presented are to receive the pilot, or to refuse and take the consequences. In this connection it is proper to consider the particular provisions of the New York statute. It enacts that the master "shall take a licensed pilot;" that in case of refusal pilotage shall be paid, and that it shall be paid to the first pilot orering his services. Any person not holding a heense under this act, or the law of New Jersey, who shall pilot or ofof refusal pilotage shall be paid, and that it shall be paid to the first pilot offering his services. Any person not holding a license under this act, or the law of New Jersey, who shall pilot or offer to pilot any vessel to or from the port of New York, by way of Sandy Hook, except such as are exempt by virtue of this act; or any master on board of a steaming who shall tow such vessel without a hernsed pilot on board shall be punished by a fine not exceeding \$100, or imprisonment not exceeding sixty days; and all persons employing a person not licensed under this act, or the laws of New Jersey, are subjected to a penalty of \$100.61 was contended by counsel for appeller that if the master had chosen to proceed without a pilot he would have been ilable only to the payment of pilotage, and that none of the other penal provisions of the stature, according to the stature entening, apply in such a case. We have not found it necessary to examine this subject. Giving to the stature either construction, it scenas to us clear, in the light of both reason and authority, that the pilot was taken by the steamship upon computation.

This brings us to the examination of the second This orings us to the examination of the second proposition—does the fact that the law compelled the master to take the pilot exonerate the vessel from lability? The immunity of the wrong-doing vessel when the pilot is in charge and alone in fault is now well settled in English jurisprudence, both in the admirally courts and the courts of common law. The rule must necessarily be the same in both. In such cases the liability of the ship and of the owner are convertible terms. The ship is not table if the

The lines at the extension of the action of the control of the con

their duties, and to pursue a besiness attended with so much of perti and hardship. The services of the pilot are as much for the benefit of the vessel and cargo as those of the captain and crew. His compensation comes from the same source as theirs. Like them he serves the owner and is paid by the owner. If there be any default on his part the owner has the same remedica arainst him as against other delinoueuts on board. The difference between his relations and those of the master is one rather of form than substance. It is the duty of the master to interfere in cases of the pilot's intoxication or manifest incapacity, in cases of danger which he does not foresee and in all cases of great necessity. (The Argo, I Swabey, 464; the Christiana, I Moore F. C., 192.) The master has the same power to displace the pilot that he has to remove any subordinate officer of the vessel. He may exercise it or not, according to his discretion. The maritime law as to the position and powers of the misster and the responsibility of the vessel is not derived from the civil law of master and servant nor from the common law. It had its source in the commercial usages and jurisprudence of the middle ages. Originally, the primary liability was upon the was discharged, either by the loss of the vessel or by abandoning it to the circultors. But while the law limited the creditors to this part of the owner's property it gave him a lien or privilege against it in preference to other creatiors, (The Phobe Ware, 273; The Creole, 2 Wail, Jr., 194.) The maxim of the civil law—sic uters two ut non lardas allenum—may, however, be dity applied in such cases as the one before us. The remedy of the damaged vessel, if confined to the culpable pilot, would frequently be a mere delusion. He would often be unable to respond by payment, especially if the amount recovered were large. Thus, where the injury was the greatest, there would be the greatest danger of a laiture of justice. According to the admirally law, the collision impresses upon the wrong

The members of the newly appointed Board of Education met last evening, pursuant to special call, for the purpose of organizing. All the appoint-ces were present except Mr. J. H. Sherwood, and in the lobby was a large number of the leading local politicians. The meeting was organized with the

the lobby was a large number of the leading local politicians. The meeting was organized with the election of Mr. Wood as president protein. On taking the chair Mr. Wood spoke at some length in regard to the public schools, and advocated the teaching simply of reading and writing the English language fluently, a knowledge of the four principal rules of arithmetic and a knowledge of the laws of physiology, arguing that all above that was so much drawn out of the pockets of the taxpayers. At the conclusion of Mr. Wood's address the Board went into the cleation of permanent officers. Ar. R. L. Larremore was chosen president and Mr. William Hilchman clerk. On motion of Commissioner Lewis, a committee was appointed to draft resolutions testamentary to Mr. Davenport, who had resigned as clerk of the Board. The committee comprised Messrs, Lewis, Brennan and Duryea. Mr. Davenport was then elected auditor of the Board.

Mr. Brennan offered a resolution, which was adopted, and which provided that Mr. James L. Miller be removed from the position of superintendent of buildings, that the resolution creating the office be repeated and the assistant superintendent to empowered to act as superintendent. On motion of Mr. Smythe, Nathaniel Jarvis, Jr., was appointed commissioner to distribute the moneys to schools furnishing gratuitons education which do not receive aid from the city. On motion of Mr. Gross the tea room was abolished.

Mr. Bell offered a resolution, which was adopted, that a committee of five be appointed comprised Messrs, Bell, Murphy, Brennan, Wood and Lewis.

On motion of Mr. Lewis a special committee was appointed to revise the bylaws and reduce the committees to correspond to the reduced number of furnishing the supplies. The commissioner Brennan interest to crosspond to the reduced number of furnishing the supplies. The commissioner Brennan interest to crosspond to the reduced number of furnishing the supplies the produce the committee to correspond to the reduced number of furnishing the supplies the pres

11th met, inclusive:						
Dete.		Churs.	Name	2\mays.	Share.	Price
May	+10,	Harge	Michigan	110		6700
May	***	Propell'r.	H. F. Harnill	29 54-100	15-16	a,neu
May	***	Barge	M. L. Wood	227 (6 100	Whole	10,000
May	-	Shoon	Charry M	11 62 100	Whole	1.000
Mar		Steamer	Mvatic.	180 64-100	Whole	0,000

Jersey City.

FOURTH REGIMENT INAUGURAL RECEPTION.—The inauguration of the Fourth regiment, National Guard, State of New Jersey, was celebrated last evening by a promenade concert and hop at the Velocipedrome. Colonel Van Buskirk, Lieutenant Colonel Shaw and Major Toffey constituted the Re-ception Committee. The affair was very imposing, and the programme was executed by the aid of an excellent military band.

COMMON COUNCIL PROCEEDINGS .- At a meeting of the Board of Aldermen on Tuesday evening, ex-Alderman Clarke was elected Mayor for the term in-Alderman Clarke was elected Mayor for the term in-tervening the resignation of the late occupant and the next regular election. Mr. Clarke appeared and notified the Council of his acceptance of the position. Mr. Brown, Corporation Attorney, brought forward the matter of procuring an injunction against the Jersey City and Bergen Horse Railroad Company to restrain them from laying an additional ine of rails in Pavonia avenue, the Chancellor having declined to issue such an injunction. The subject was post-poned.

Hoboken.

DANGEEOUS EXPLOSION—ONE MAN FATALLY IN jured.—About noon yesterday an explosion took place in the building lying at the head of First street, Hoboken, and near the foot of Bergen hill. The edifice was used by Pendleton & Brother as a chemi-Hoboken, and hear the foot of Bergen hill. The edifice was used by Pendleton & Brother as a chemical workshop, and was, fortunately, occupied by no more than three individuals at the time of the occurrence, otherwise the consequences had been far more disastrous. The cause has not yet been determined, but suspicion leads to the belief that a mass of phosphorescent material lying on the wooden floor spontaneously ignited and this was instantly followed by a loud crash, resembling the bursting of a cannon. In a few moments the entire structure was in dames, and two of the men who had been inside miraculously escaped through the door, though they were terribly burned in the arms, and their hair was completely singed. They ran to a pool of water near by and extinguished the burning garments around them, but not seeing their comrade, hastened back to the building. Rushing in amid the flames and clouds of smoke, they smatched him out before he was consumed. His head was much swollen and his features scarcely discernable with the streams of blood and lacerations he received. He was unable to see or speak, and his whole body was mutulated so that he could not move. Medical aid was summaned, and the unfortu mate mm, whose name is James Cooke, was conveyed to his home in Hudson City. There are but shight hopes entertained of his recovery. As for the building, no efforts could save it from entire destruction. The fire companies of Hoboken and Hudson City were in prompt attendance, but all to no purpose. The loss amounts to \$2,000; partially linsared.

Hudson City.

consolidation was held at Allen's Hotel last evening, when the Consolidation Association was organized by the election of the following officers:—Alfred Berny, 'president; John Kennard, vice president; John Van Gilder, secretary: George A. Toffey, treasurer. The following gentlemen were appointed an executive committee:—John Headden, John Van Tassell and Thomas E. Bray, of Hudson City: J. B. Cleveland and C. C. Van Reiper, ef Bergen City: Samuel W. Garrison and Isaac Vanderbeck, of Jersey City. Addresses were delivered by Alfred Berny, John H. Platt, [Charles Newham and John Headden. by the election of the following officers:-Alfred

Bergen City. STRIKE AMONG THE SEWER DIGGERS,-The Work men employed on the sewers in Washington aveday. The laborers engaged on the plank road sewers struck shortly atterwards and united with their colleagues. The present wages received by the men are two dollars per diem. Newark.

an elderly man named David Day, residing in Jersey City, but employed here, in Reuck's factory, on Clay street, attempted to commit suicide, but failed. He then left home and has not been seen or heard from since. It is naturally thought that he made away with himself. He is sixty-three years of age.

ORGANIZATION OF THE NEW BOARD OF ESSEX COUNTY FREEHOLDERS,-The members of the new Board of Chosen Freeholders of Essex county met at the Court House yesterday and organized by the re-election of Mr. James Wheeler as Director and Mr. Oba Woodruff as Secretary or Clerk. The chief business transacted was the consideration and discussion of a report made by a committee of three

of a most shocking and falal character, whereby, it is alleged, a lad sixteen years of age has been burried into an untimely grave through the brutal treatment of his father. The facts are simply these:—On Thesday afternoon George Hartung, of the firm of Hartung & Rowers, carpeniers, on the liver road, near the turnpike dredge, discovered that ten dollars had been stolen from his coat, which he had left in the workshop. From inquiry he was led to believe that his son there had been shole from his coat, which he had left in the workshop. From inquiry he was led to believe that his son theart had taken the money, and his suspicions were naturally largeny increased on learning that the boy had exhibited sensity bills to several of the workinen, and had even gone so far as to lend a portion. The father took the lad at once before squire Shepherd and desired to have him sent to jail, but the Squire advised him otherwise, and father and son went off. Subsequently, as alleged. Mr. Hartung took the youth down towards the dredge and beat him unmercibilly. The crees of Henry were heard, but thus far there appears to have been no one who witnessed the beating. Henry was brought home and put to bed, and at once began to complain of san rive turious pains and aches, yesterday morn hig, about half-past inree o'clock. Dr. George W. Donglas, who had attended the family for years past, was called in, and the father told him he believed the lony was potsoned. Henry was then in a dying condition. Yery soon afterwards the boy died. The facts were at once placed in the hands of the Squire, who is also corner, and an investigation was commenced yesierday afternoth, but up to haif-past eight o'clock last evening no witnesses of a material character had been produced. No marks of violence are visible on the body, nor are any indications of poison apparents.

The Seventh precinct police report that last night Tanmas Loyton, of No. 155 Monroe street, was found on the street suffering from serious injuries influeted by an unknown party.

THE TRANS-CONFINENTAL RAILROAD.

Interesting Meeting of "Pacific Slopes" Expression of Views on the Pacific Rail-road-Pleasing Reminiscences. A call having been made by O. H. Pierson, for-

werty of California, but now of 113 Pearl street, New York, for a convention of Pacific Slopers to meet at the Astor House yesterday, in order that they might, in a fitting manner, express the joy felt by them at the completion of the Pacific Railroad, the following named gentlemen made their appearance at the
piace appointed and organized a meeting:—Senator
James M. Nye, of Nevada, 1860; Jacob P.
Leese, California, December 24, 1833; Silas Goddard,
San Francisco, April 1, 1849; P. J. Hickey, Nevada,
September 1849; Lohn S. Message San Pacific Research September, 1849; John S. Meserne, San Francisco, 1860; M. J. Newmark, December, 1852; R. H. Vance, California, 1850: Ed. Mackinley, August 3, 1851; Captain Bob Haley, California, 1849; Governor Purdy, California; Dr. H. Stoddard, March, 1849; T. M. Dehon, California, September, 1849; E. C. Kimble, California, July, 1846; Wm. Henry Talmade, Califor nia, 1849; C. A. Sperry, California, August 8, 1849; W. E. Greene, June 21, 1849; John H. Still, September, 1849; E. Page Davis, California, October 15, 1862; William K. McGrew, California, 1849; William J. Nichols, California, July 15, 1850; W. O. Clark, California, November 3, 1850; J. W. Gregory, California, 1849; George Bernard, California ma. 1850: John L. Craig. California, September, 1849; ma, 1850; John L. Craig, California, September, 1849; J. Carmichael, California, October, 1862; Joseph S. Kohn, California, February, 1850; J. D. Blaine, California, Pebruary, 1850; J. D. Blaine, California, April, 1852; Jaues M. Snield, California, October 17, 1858; Samuel S. Field, California, February, 1850; O. H. Pierson, California, 1840; M. E. Flannegan, California, May, 1850; John J. Kelly, California, 1842; General W. E. Gorham, California, 1840; General W. E. Gorham, California, 1840; Capitain Edward Higgins, U. S. N. California, 1840; General W. E. Gorham, California, 1840; M. A. Scarles, Benicia, 1847; George H. Simonton, San Francisco, 1847; E. C. Dixon, Nevada, 1852; M. M. Noah, San Francisco, 1853; Judge Berry, of Nevada: Colonel Leeds, of California; Governor Price and many others.

The meeting took place in room No. 153 Astor House and was organized by calling Senator Nyo to the chair and appointing Mr. Kemble secretary. The Governor thanked the gentlemen present for the honor conferred upon him in a neat and appropriate speech. The first business of the meeting was the appointment of a committee to draft a set of resolutions suitable to the occasion. The committee consisted of Messrs. Pierson, Simonton, Pool, Kemble and Governor Price.

While the committee were out preparing the resolutions, species appropriate to the event which they had met to celebrate were made by the president, Senator Nye, Mr. Goddard, the Rev. Mr. Blaine, Coionel Leeds, Governor Price. Mr. Clark, Judge Barry, of Nevada, and others. The committee having returned, the following preamble and resolution was submitted and adopted:—

Whee the Mr. Goddard and the last spike driven which unites the two shores of the continens, an we derived which unites the two shores of the continens, an we H. B. Meredith, California, September, 1849; J. Car

Whereas, The last rail has been laid and the last spike driven which unites the two shores of the continent, and we driven which unites the two shores of the continent, and we driven which the driven when the continent and binding are with hooks of steel to our old homes; therefore be it.

Resolved, That we send by magneto wire to our brethren on the Pacific shores our joyrid congratulations on the completion of the great work in which our hearts and hopes have been so iong bound up. On the shores of the broad Atlantic we have felt the turil of the enthusiasm with which our brethren on the penceril Pacific have celebrated the great event of the age. May the union which has thus been cemented be perpetuated, and may the blessing of tod rest apon the land and upon the work which has given us full assurance that "peace hath her victories, no less renowned than those of war."

strance that "peace bath ber victories, no less renowned than those of war."

Governor Price, who took possession of California in the name of the United States, and Captain Ebward Hiogins, who stood side by side with him and raised the first American flag on that soil, made brief retrospective speeches.

Mr. J. W. Gregory, an old gentleman who went out as a newsboy and brought the first gold by express from California to New York, made a very amusing speech and gave to the California Historical Society the first receipt for gold brought by express ever given in New York. It reads thus:

New York, 18 reads th

Mr. Gregory carried that express, containing about \$4,000 in gold, across the istimus on his back. The remainder of the afternoon was consumed in brief speeches, principally under up of anecdote and remainscenses, and after the meeting adjourned the members remained for a while in social converse. Retrospection brought up many scenes of bygone days with which all were familiar, and there was a happy time generally.

At half-past ten last night a fire broke out in the Fiack Brothers, dealers in smoking tobacco. James Flack Brothers, dealers in smoking tobacco. James E. Ray and John J. Budd also occupied rooms and sustained slight damage. The fire extended to the adjoining number (65), where signal damage was sustained. The total loss, which cannot be detailed on account of the fact that many of the porters occupied the same rooms, is fully \$5,000. The damage to the building was about \$25,000. The primitival sufferers were fully insured.

Almanac for New York-This Day.

SHIPPING NEWS.

Sun rises 4 45 | Moon sets....eve 9 08 Sun sets....... 7 08 | High water...eve 9 53

PORT OF NEW YORK, MAY 12, 1869.

CLEARED.

Steamship Scotia (Br., Judkins, Liverpool via Queenstown
—E Cunard.
Steamship Marathon (Br.), Pritchard, Liverpool—E Cunard.
Steamship Minnesota (Br.), Pritch Liverpool—Williams A
Steamship Minnesota (Br.), Pritch Liverpool—William

Steamship Kangaroo (Br.), Allen, Liverpool J G Dale, Steamship Caledonia (Br., Ovenstone, Glasgow Hender-son Bros. Steamship City of Dublin (Br.), Eynon, Antwerp John G Steamship Statira (Br), Martin, Charioticstown via Pictou-G F Bulley. Steamship Magnolia, Crowell, Charleston—A Leary, Ship Lauderdale (Br., Moodle, London, E. E. Morgan's

ons. Ship Universe (Br), Roberts, St John, NB-Williams & Channess. Bark Cipsey (Br), Cremor, Vaiparaiso and Callao W & Park Orchilla, Haverald, Turks Island -Walsh, Field &

Fray. Bark Josephine (Br., Paman, St. John, NB.-J W Elwell & Bark Addle M'Adam, McGilfer, Machine-Brett, Soule A e. Brig Hebe (Swe), Hanzhon, Cadiz—Funch, Edye & Co. Brig John Brightman, Gray, Gardenas—J Borland & Co. Brig Amazon (Br.), Bullond, Trinidad—Jones & Lough. Brig Amora (Br.), Jollymore, Turks Island—Peniston &

Brig Oswego (Br), Boyle, Liverpool, NS. Phillips & Colins.

Brig Union Star (Br), Merriam, Windsor, NS.—HJ DeWort,
Schr Isaac Oliver, Pennell, Rio Grande.—J C Ward & Co.
Schr Kate Wentworth, McLane, Vera Cruz-Miller &

Schr Ander America (Mex.), Caicain, Laguera—M Echeveria,
Schr Annetta (Mex.), Caicain, Laguera—M Echeveria,
Schr Mary M, Marry, Nassan—B J Wenberg,
Schr My Johnson, Sutton, Queber—Coart Wrecking Co.
Schr Southern Cross (Br.), George, Windsor—Crandall, Umphray & Co.
Schr Elia J McLean (Br.), Cook, St. John, Nil—Heney & 'arker. Schr Mary Langdon, Pinkham, Soston-Hezekiah P Brown

Co., Schr Hero, Poole, Salem – R W Ropes & Co., Schr Katle Hall, Taylor, Cohasset – H J Wenberg, Schr Dresden, Smith, New Haven – Snow & Richardson, Seir N Bloomfield, Hobbie, Stamford.

ARRIVALS.

REPORTED BY THE HERALD SYEAM YACHES. Steamship Morro dastle, Adams, Havans, May 8, with mose and passengers, to Adamtie Mail Stramship Co. Steamship Vaney City, Johnson, Washington, Dr., with mote, to Philips & Brown. Steamship Brunette, Howes, Patladelphia, with mose, to J Lorlland. Stramship Dirigo, Johnson, Portland, with mose, to J F

Lordhard.

Steamship Dirigo, Johnson, Fortland, with mide, to J F Ames.

Ship Great Western, Cunningham, Liverpool, 29 days, with mide and 630 passengers, to Chas H Marshail & Co. All well. April 7, at noon, lat 6 35, hor 8, saw a large slip on the he beam, with foremast and howepit gone; kept of and randown to her. It was blowing a beary gale from SW at the time. Passed close under her stern, coold see no person on noord. Think her name was "Meaningers," of London. Could rea! "London" with the oaker eye. The British ensign long over her stern, also a ladder, supposed to have been used by the crew when leaving the able. Fried to las by her, but could not, on account of the heavy gale and their rain at the time. May H. lat, 49 25, for 71 25, at hoom, passed slip James Foster, Jr. hence for St John, NR.

Sipj John Petran St John, NR.

Sipj John Petran St John, MR.

Sipj John Petran (NG), Reidersch, Hamburg, 35 days, with mides and Bis passetters, to Fanch. Hamburg, 55 days, with mides and Bis passetters, to Fanch. Hamburg, 55 days, with mides and Bis passetters, to Fanch. Edye a Co. Had man of passage had light easterly winder since strong western gales.

Bark Emilie (NG), Neyer, Brennet, 55 days, with mides and Bis passengers, to Charles Loting a Co. Had dioderate weather.

Bark J E Hoibrook, Leavitt, Cardenas, 9 days, with magar,

Bermuda; sailed in company brig Madeira, for NYork; left in port brig Chattanooga, for Baltimore April 28. Brig Emma Ives (67), Lorway, Trinidad de Cuba, 17 days, with sugar and molasses, to Yanaga del Valle & Co; vessel to Moss & Ward. Has been 7 days N of Hatteras. Lat 26 60, lon 74 20, experienced a heavy gaie from NE, which lasted 3 days.

ion 74 20, experienced a heavy gaie from NE, which lasted a dark.

Brig J H A Pitt (Br), Hutchings, Bermuda, May 2, with produce, to Middleton & Co.

Brig Catharine Morris (Br), Crane, Windsor, NS, 7 days, with plaster, to Crandall, Imphray & Co.

Brig Yankee Blade, Coumbs, Charleston, 15 days, with lumber to master; has had strong NE gaies most of the passage; store boat, broke main boom, lost gaff top sail and about 10,000 feet of number from off deck.

Schr Tigris (Br), Morris, Bahia, 40 days, with hides, &c, to H J De Wolf & Co. Had heavy NE gales and been 8 days.

Charleston, Schrib, Lof, Brookweille, Orcuit, Baracoa, 13

H J De Wolf & Co. Had heavy NE gales and been only a conflicted of Hatteras. Sinth (of Brooksville), Orcuit, Baracoa, 13 Schr Louisa Smith (of Brooksville), Orcuit, Baracoa, 13 days, with fruit, to Jas H Winchester. Had strong NE winds most of the passage. May 7, lat 33 20, lon 74 30, apoke schr Jennie Ketridge, bound N; lidth, no lat, &c, brig Chattanooga, from Arecibo, PR, for Baltimore, with loss of anchors and chain.

Schr Edward A DeHart, Low, Baracoa, 12 days, with fruit, to Jas Doughass.

Schr Samos. Chandler, Caibarien, Il days, with sugar, to D Knowlfou; wessel to Vernon H Brown & Co.

Schr W. Trancial, Umphray & Co. Schr Edward A DeHart, Low, Baracca, 12 days, with ruil, to Jas Doughas.

Schr Samos. Chandler, Caibarien, 11 days, with sugar, to Dawleton: wessel to Vernon H Brown & Co.

Rowkhou; wessel to Vernon H Brown & Co.

Schr W & Chapman (Br), Edgett, Cardenas, 15 days, with sugar, to Crandal; Bradshaw. Arecibo, PR, 18 days, with sugar, to Crandal; Bradshaw. Arecibo, PR, 18 days, with sugar, to PI Nevius & Chapter, Cornwallis, NS, 7 days, with sugar, to PI Nevius & Co.

Schr Helen A Hort for Camden), Johnson, Old Harbor, Jam, 17 days, with logwood to A H Soloman & Co. Had moderate weather; left no American vessel in port.

Schr Achorn (Br), Barber, Cornwallis, NS, 7 days, with groduce, to H J DeWolf & Co.

Schr Trojan (Br), Anderson, Dorchester, NB, 9 days, with stone, to PI Nevius & Son. Got ashore in Harlem river, on an southeen, this afternoon, and will probably have to disconnected to the passage.

Schr J Shoromalia off New Orleans, 21 days, with grain, &c. to Holyoke & Murray. Had light winds and calms most of the passage.

Schr C H Kelley (of Calais, Reed, Applachicola, 20 days, with lumber, to Jack Frye & Co. May 8, off Hatteras, in a heavy northerly gate, lost part of deck load, consisting of 15,000 feet of yellow pine humber.

Schr J Shader: Is bound to Bridgeport.

Schr Wannta, Hawkins, Georgetown, SC, 4 days, with lumber, to Master. Is bound to Bridgeport.

Schr P J Lockwool, St John, Wilmington, NC, 6 days, with may also for a superior of the passage.

Schr D W Sannders, Davis, Wilmington, NC, 5 days, with may also res, to Dollmer, Potter & Co.

Schr D W Sannders, Davis, Wilmington, NC, 6 days, with naval stores, to J L Davis.

Schr Mary Louisa, Gaskill, Washington, NC, 5 days, with naval stores, to J L Davis.

Schr Mary Louisa, Gaskill, Washington, NC, 6 days, with naval stores, to Thomas & Hollmes.

Schr Mary Louisa, Gaskill, Washington, NC, 6 days, with naval stores, to Thomas & Hollmes.

Schr Adaliza, Loveland, Virginia.

Schr Adaliza, Loveland, Virginia.

Schr Anner Schreiber, Schreiber, Hander, Marker

SAILED.

Steamships Scotia, Liverpool; Minnesota, do; Pennsylva-nia, do; City of Dublin, Antwerp Lee, Savannah; Magnelia, Charleston; W P Clyde, Wilmington, NC (Ditt). Salled from Lower Bay 11th, ship Dartmonth, London; brig La Cajenne, Aquin. Wind at sunset SSW.

STEAMSHIP LIEUTY, Reed, from Bailtimore for Havana and New Orleans, was towed to Norfolk morning of 11th, and left again at 7 AM, in tow of steamship Cuba, for Bailti-more.

SHIP ALINE, Lowey, from Cardiff April 14 for Bangor, with rallroad iron, is reported by eable to have been abandoned at sea. doned at sea.

BRIL PINIGUIN (of Liverpool, NS), from Cumberland Harbor for New York, was abandoned at sea April 26, in lat 24 40, in 75 30, dismasted and leaking badly. The captain, with his family and the crew, were taken of by the bark Tejuca.

BRIO WILLIAM CREEVE, Haley, at Kingston, Ja, sailed April 25 for New York, and god achore and remained in the mul let linst. Efforts were being made to get her off by lightering her.

ering her.

Sour Harrier (Dan), Kunvaldi, from Port an Oryaga
Falsaouth, with coffee, ran on the reefs west of Bernauda or
the 28th ult, sprung a leak, and was got off and taken int
Hamilton, Bernauda, where she was discharging let inst.

Sour E W PERRY, ashore at Old Inlet Shoal, New Jersey
broke in two on the 10th inst. Anchors, cables, salls, &r
saved.

Miscellaneous. We are under obligations to R W Albert, the attentive pur-ser of steamship Morro Castle, from Havana, for his atter

ser of steamany sectors of steamany sectors and set of steamany sectors and sectors are sectors and sectors and sectors and sectors are sectors and sectors and sectors are sectors and sectors and sectors are sectors are sectors and sectors are sectors and sectors are sectors are sectors are sectors are sectors and sectors are se

Notice to Mariners.

Notice is hereby given that the mar buoy placed off New Harbor Ledges, entrance to West Thomaston, Me, having disappeared from its moorings, will be replaced as soon as practicable.

By order of the Lighthouse Board.
JOHN POPE, L H Inspector, 1st district.

Portland, May 10, 1889.

Whalemen.

Salied from New London 19th, sehr Era, Lyson, Cumberland Inlet.
Ship Janus, Smith. of NB, was at Ascension Feb 10, with 25 sp since leaving Honolulu.
Salied from Honolulu. Salied from Honolulu March 23, ship California, Wood, of NB, to emine; 24th, bark Sca Breeze, Fisher, do do; 28th, ship Europa, Mellen, Edgartown, of NB, was at Bartundos April 16, from Abrothou Banks, with 240 bbls sp oil on beard—all well.

Brig Helen O Phinney. 16, off Absecom by pilot

Foreign Ports.

Ascunce, PR, April 22—In port brig Chattaneegs, Fry, to load for Battimore—had lest both anchors and chains when she was blown to sea, but had procured others; such Vetor (Br), for Boston, big.

Butstool, May 12—Arrived, ship Freedom, Bradley, New York.

Busst, May 11—Arrived, steinnably Pereire, Duches, NYork for Havre and proceeded.

BOMBAY, April 10—to port ship Castine, Lynch, and Templar, Rogers, for FYOrk, idg; Mappho, Seiders, for Liverpool; Zepbyr, Porter, Calcutta.

BERMODA, April 27—Arrived, schrs Neille Washburne, Atwood, Boston; 30th, Ruth N Alwood, Donne, do.
Cleared 251, schr M W Coffe, Upten, Galveston, with part of cargo furallure, ex-brig Rollerson, from Boston; consecutive May 1 hank Ellis. Base Co. of cargo furniture, ex brig Rollerson, from Boston, con demniel. In port May I, bark Eliza Barss, Convers, for NYork 6th: brigs Annie Seymour, Newhold, for do 6th; Glasne, Frith, for do 10th.

in nort May I, bark Eliza Barss, Convers, for NYork 6th; bring Annie Seymour, Newhold, for do 6th; Glaune, Frith, for de 6th; Glaune, Frith, for de 6th; Glaune, Frith, for de 6th; Line port April 27, bark Mary Baker (Rr), Hilton, refitting; brigs Carmine (Lal), Ferrara (1700 Glygent), for NYork, etg wind; Marton, refitting; Minnie K (Br), Mamborn, from 8t Thomas for Liverpool, NS, wig orders; sohr Mischer, retting, and others reported later. Orient, Hill, for NYork; bark Agiler (Nor), Berrices, 10r NYork; idg; and others. GLENYERGOS, May 1-Arrived, brigs Clara Belle, Tracy, and Cosmos, Parsons, NYork; 2d, bark Josie Nicholas, Nicholas, Od; schr Fietwing, Shaw, Philsdelphia. Salled 1st, brig H G Herry, NYork; 3d, bark Joseph Eaton, do; brig Ellen, Boston; schr Ottara, NYork; 4th, bark Norah, tibbs, Boston; brigs Aroostook, Bryant, NYork; Bacher (Hr), Philadelphia.

CAUDINAS, April 30-Arrived, brigs Jeremish, Ford, Matanza; May S, Aquioneck, Bigley, New Oreans; schr Eva Adrel, Eaton, do.

J B Lineen, Merrman, Philadelphia, Prairie Rose, Griffin, a port N of Hatteras; Alice M (Br), do do; Aliavela, Reed, Caisberien, Schr Valeria, Conkin, Baltimore; May 2, brigs G A Coonan, Coffin, and Pausgon (Br), Bogart, a port N of Hatteras.

DEJARASA, April 8-1 Bront schr Atmie Whiting, Hutchinson, wtg.

BEASARASA, Pril 8-1 port schr Atmie Whiting, Hutchinson, wtg.

GLASSOW, May 1-In port ship Friedeburg (NG), Baysee, inson, wite.

Norava Hamburg, and others as before.

HAVANA, April 35—Arrived, brig R B Gove, Harkness, N Oriens, Say 3d, bar k. Luma C Litchfield, Grockett, do. 5th, brigs Winnield, Loring, NYork; Concord, Keily, Baltimore.

Sailed 1st, brigs Five Brothers, Thurlow, Caibarien; James Murchite, Grant, NYork; 2d, Athas, Michel, do; 4th, Niagara (Br), Holmes, do; 5th, barks Dover, Shepherd, Sierra Morma; Ttl, Nervei (Sr., Chisholm, NOriens).

KINGSTON, Ja, April 33—Arrived, schr Neitle Boe, Richardson, NYork.

Murchite, Glank, S. 10, 16th, barks Dover, Shepherd, Sierra Morena. 7th, Nereid (Str.) Chisholm, NOrseans.

KINNSTON, Ja, april (Str.) Chisholm, NOrseans.

KINNSTON, Ja, april (Str.) Chisholm, NOrseans.

KINNSTON, Ja, april (Str.) Chisholm, Norse (23d, bark Mary Sailed (Str.), etg. Berling, Sier. Lindsay, do vin Markette, Jane (Str.), etg. Str., Lindsay, do vin Markette, Jane (Str.), Chisholm, Norseans, Jane (Str.), Edward, Markette, Str., Chisholm, Alwood, Noriesans, 5d. Cheviol (Br.), Whitney, do, Katie (Br.), End, do, selfer, Harries Hrewster, Gondole, Galveston, 5th, bark Astrea (Br.), Carvet, Harrion, Chisholm, Markette, Jane (Str.), Chisholm, Sailed April 30, brigs H H McGlivery, Storer, and Harrony (Str.), Colonia, Sailed April 30, brigs H H McGlivery, Storer, and Harrony (Str.), Colonia, Chisholm, Nachala, Chisholm, Str., Chisholm, Nachala, Chisholm, Str., Chisholm, Nachala, Chisholm, Nachala, Chisholm, Str., Chisholm, Str., Chisholm, Nachala, Chisholm, Str., Chisholm, Str., Chisholm, Nachala, Chisholm, Str., Chisholm, Nachala, Chisholm, Markette, Chisholm, Markette, Chisholm, Chisholm,

part of pairs.

Bark Emble (NG), Never. Rrennel, 25 days, with mose and 38 massengers, to Charles Luling, a Co. Had inderate weather the bearing the control of the passengers, to Charles Luling, a Co. Had inderate weather the bearing the control of the passengers, to Charles Luling, a Co. Had inderate weather the bearing the passengers, to Charles Luling, a Co. Had shockers weather.

Bark Luoy Frances, Upton, Sagua, 14 days, with sugar, and moissess, to Thompson A Honter. Has been 8 days Not Hatters, with strong NE wins.

Brig Torrent of Boston, Gould, Buenos Ayres Fab 25, ris Hampton Roade 8 days, with bone ask, by Howeld the Luling Road 15 days, with bone ask, by Howeld the Luling Road 15 days, with bone ask, by Howeld the Co. Went this Hampton Roade 15 days, with moisses to the passage.

Brig Bogota, Ross, Aspinuall, 19 days, with most, to J. P. Joy. Had strong N and N E gaise from the 6th to the Luling Road 15 days. Aspinually, 19 days, with sugar, to Moses Taylor, cessain to P. I Nevirs & Son. Had strong N and Son and there are sent to the passage.

Brig Hambon (Br., Tarr., Haveling, 16 days, with sugar, to Moses Taylor, essain to P. I Nevirs & Son. Had strong N and Son and the strong N and the sugar and sugar and the sugar

load for do; 26th, brig Express (Br), Mumford, do do; schr Melita (Br), Wall, St Domingo, to load for Boston. Helita (Br), Wall, St Domingo, to load for Boston, reps; bark Paladin (Arg), Brown, from Baltimore for Buence Ayras, in distress, disc; brigs Adrio (Br), Monageon, for Arrayo, to load for NYork, repg. Riverside (Br), Thompson, for Arrayo, to load for NYork; Beatrice (Br), Lent, for Ponce, to load for a port N of Hatteras. N of Hatteras.

TRINIDAD, April 27—Sailed, barks T H Armstrong, Lodge, a port N of Hatteras: May 6, Afred Br), Marshall, NYork; brig Lena (Br.), Fox, Philadelphia; actus T D Wider, NYork; Clara Smith, Smith, Haltimore; 5th, bark Sancho Panza, Wiley, Clenfuegos; brig Antiles, Theatrup, Boston; 6th, bark Florence Peters, Hoopen, NYork.

American Forts.

**ROSTON, May Il—Arrived, bark R B Walker, Petiengill Savannah; brig Egerateia (Br), Means, Nyork; sebrs Charwan, Brig Egerateia (Br), Means, Nyork; sebrs Charwan, Holt, Hart, Darien, Ga; A E Glover, Terry, Charleston; I C Verrill, Fales, Soohia R Jameson, Jameson; Red Jacket Averill, and Sound Rook, Perry, Nyork. Below, brins Juli E Arey, from Baitimore; P Larrabee, from Jacksonville for

Averil, and Bound Brook, Perry, NYork. Below, bries Julia E Ares, from Bailtioner; P Larrabee, from Jacksonville for Portland.
Cleared—Bark Caroline (Br), Gibbs, London; schr La Have, Crowell, Kingston, Ja.
12th—Arrived, steamships Wm Lawrence, Baltimore; Neptune, Baker, NYork; bark Amanda (Br), Fulton, NYork; brigs Charlived, steamships Wm Lawrence, Baltimore; Neptune, Baker, NYork; bark Amanda (Br), Fulton, NYork, brigs Charliotte, Crowell, Darien, Ga, Marshal Dirich, Cuombs, Elizabethporo well, Darien, Ga, Strinam; Victor, Arcelbo; C D Baggs, Arroyn.
CHARLESTON, May 5—Arrived, brig Paragon, Shute, Baitimore; Schr Marcaret & Lucy, Day, Nyork.
Cleared—Sebr Jasa A Crooker, Currier, Providence.
Sailed—Sebr Jasa A Crooker, Currier, Providence.
Sailed—Sebr Jasa A Crooker, Currier, Providence.
Sailed—Steamship Saragossa, Nyork; schrs Active, Margaret & Lucy, Wilmington, NY, Syvan, Young, Boston, At Quarantine, schr Ann Leiand, Bennett, New Orleana.
12th—Arrived, bark Heien Sands, Liverpool.
Sailed—Steamship Saragossa, Nyork; schrs Margaret & Lucy, Wilmington, NY, Syvan, Young, Boston, At Quarantine, and Cordella, Wells, Pensacoa.
HOLMEST HOLZ, Nas York; schrs Active, Hall, NYork of Boston; A T. Cohn, Brower, Richmond, Me, for Baitimore; Edward Doron, Jarvis, Boston for Georgetown, DC; Sarab J Bright, Shaw, do for Philadelphia; Ottoman, Nye, Bangor for New London.
Sailed—Schrs Moro, Charter Gak, Connecticut, Planter, Baex, Arlosto, Active.
Passed by—Barks, Juan F Pearson (Br), Morse, NYork for St George, NB; Annie Troop (Br), Troop, do for Si John, NB; brig Harp, Arey, Cardenas for Wilmerport; Sea Foam, Coombs, Darten for Waldeborg; Marshal Dutch, Goombs, Clizabethport for Boston; schrs Rescue (Br, Dunn, NYork for Kork, Gork, Marshal Dutch, Goombs, Clizabethport for Boston; schrs Rescue (Br, Dunn, NYork for Kork, Gork, Baltabethport for Boston; Schra

Elizabethport for Boston; schra Rescue (Br., Dunn. Nvork for Halfrax; Othello, Eldridge, Rondout for Beverly; Pearl, Gookin, Elizabethpors for Saco; Loduskia, Means, Jersey Chy for Boston.

11th, AM—Arrived, brig Forest, Slater, Boston for Savannah; schr Lochoo, Darby, Belfast for Baltimore.

NORFOLK, May 12—Arrived, steamsbip Cula. Dukehart, New Orleans via Hevanna and Key Weet in Mechanic, Dyer, Condense, Leiter Carle Melvin, Waste, St. John, N.R.; E. W. Pratt, Handrick, Wonton and Key Weet in Mechanic, Dyer, Cardenas, Leiter Carle Melvin, Watts, St. John, N.R.; E. W. Pratt, Handrick, Wonton and K. S. Jeddle, Trott, Windser, NS; War Eagle, Crowell, NYork; Negtune's Bride, Growell, and Rescue, Reily, Boston; Am Elizabeth, Phillips, Gloucester; E. T. Stoth, Harrey, Providence; H. Shimzons, Godfrey, Salem; M. H. Stockham, Cordery, and W. V. Edwards, Allen, Boston; Emil'e & Jeenle, Hewitt, Salem; Caroline Klenzie, Sindams, Baversnort; C. Davidson, Jeffers, Lynn, Gleared, Brig Allaveia, Thompson, Mayaguez, schris E. Allenti, Nickerson, Gyannis, Tractana R. No. 23, Hommel, Nyork; W. Wilson, Jenkins, and Seal, Podgett, Salem; Thousen, Sinnickson, Dickerson, Boston; Mary Price, Formson, Ipswich; Wind, Warwich, Nowich; John Walker, Davia, Appenang, Nantilla, Ham, Gloucester, Lerpool; brig Katahdin, Samders, Mayaguez, schris P. A. Henth, Nyork; Janes O'Donohue, Smith, de. Relow, bark Geo H. Jenkins, Durkee, from Newcastle, E.

Lie Wis, Bel, May 16, AM—Ship Wyoming, From Philadelphia for St. John, M. R. and ship Kosmon, for Rotterdam, wint to sea, yesterday, The Christia, G. W. Chase, for Portland; Samuel Welsh, for Narthebach; Serbs E. B. Shaw, for Boston; Occan Traveller, for Reverly; May 9 Farr, tor Roxhury; J. Sicardo Joan, for Celenguos, Alao Schri Thomas G. Smith, Mary F. Sienes, Dreadnought, and a deet of about 72 san of fishermen.

Richmon, Nyork; selv Nelle Rown, Higgins, Boston.

fishermen.
RICHMOND. May 10—Arrived, steamship Isaac Bell,
Bourne, N'ork; schr Nellie Brown, Higgins, Boston.
SAN FRANCISCO, May 11—Arrived, schr Fanny Hare, SAN FRANCISCO, May II—Arrived, schr Fanny Hare, Berry, Batavia, Cleared Hith, bark Bayonnaise, Bidecary, Sydney, NSW. Sailed Hith, ship Nightingale, Sparrow, Hong Kong. SAVANNAH, May S. Arrived, schra Enchantress, Covert, and Clara Weiwell, Gles, Nyork. Sailed—Ship Colonial (Br.), Henson, Oncenstown for orders: schr Whitmey Long, Hays, New Bedford, 12th—Arrived, schr Irene Messervy, Portland. WILMINGTON, NC, May S. Arrived, briz John Kendall (Br.), Jabe, Nyork; schra John Ferris, St. John, do, Occan Bell, Emery, Boston; Colista Spears, Rockport, 10th—Arrived, briz Hattield Brothers (Br.), Hattield, New York; schra Clara Bell, Amesbury, Rockport; Harriet (Br.), Gibbs, Nyork.

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spring, but of the convenience of the trademark which a depet has
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Missouri and Kentucky State Lotteries.

MISSOURI - EXTRA CLASS 347, MAY 12, 1979.

58, 29, 40, 50, 2, 47, 75, 10, 105, 21, 44, 72, 69, 22,
MISSOURI - CLASS 248, MAY 12, 1889.

62, 18, 61, 70, 10, 25, 22, 72, 23, 65, 65, 47, 17.

KENTECKY - EXTRA CLASS 228, MAY 12, 1889.

1, 71, 72, 28, 46, 62, 22, 76, 4, 19, 30, 50, 32.

Information fernished in the above, and also Royal Havans lotteries.

No. 296 Broadway and 153 Fulton street.

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